

B. E. TAYLOR,  
Struders.  
Lighters and Steam Launches  
Supplied.

ILOILO, PHILIPPINE ISLANDS.

NEW SERIES No. 1973. 日一月九日七十二年光

# The Hongkong Telegraph.

ESTABLISHED 1881.

FRIDAY, NOVEMBER 1, 1901.

五拜禮

十一月一香港

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,510,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE. NAGASAKI. LONDON. LYONS. NEW YORK. SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAI. TIENTSIN. NEWCHWANG.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD. PARIS BANK, LTD. THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 " " TARO HODSUMI,

Manager.

Hongkong, 2nd October, 1901. [11]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE-HOLDERS ..... £800,000

RESERVE FUND ..... £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 " " 3 " "

" " 3 " " 2 " "

T. H. WHITEHEAD,

Manager.

Hongkong, 9th July, 1901. [35]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Tientsin.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PEKING. CHEFOO. PENANG. CHINKIANG. SINGAPORE. CHUNKING. TIENTSIN. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months

" " 6 "

5% " " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [44]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$3,750,000

RESERVE LIABILITY OF PROPRTORS \$10,000,000

COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupt, Esq.

D. M. Moses, Esq.

N. A. Siebs, Esq.

A. J. Raymond, Esq.

H. W. Slade, Esq.

R. L. Richardson, Esq.

H. E. Tomkins, Esq.

H. Schubart, Esq.

Paul Witkowski, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

On FIXED DEPOSITS:

For 3 months; 2½ per Cent. per Annum.

For 6 months; 3½ per Cent. per Annum.

For 12 months; 4 per Cent. per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 17th August, 1901. [10]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per

Cent. per annum.

Depositors may transfer at their option

balances of \$50 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900. [10]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chian Kit Shan, Esq.

C. Ewens, Esq.

Chow Tung Shang, Esq.

J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 20th December, 1899. [8]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (HERLICH), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

E. F. GROS,

Acting Manager.

Hongkong, 29th August, 1901. [96c]

## Intimations.

### SPORTING SEASON.

NEW STOCK JUST RECEIVED.

CRICKET.

TENNIS.

FOOTBALL.

Bats.

Racquets.

Balls.

Balls.

Bladders.

Shin Guards.

Stumps.

Posts.

Inflators.

Leg Guards.

Nets, &c.

Boots.

Gloves.

Bats Restrung.

Boots.

Ransome's "Anglo Paris" Lawn Mowers.

LANE, CRAWFORD & CO.

Hongkong, 28th October, 1901. [732c]

OLD MATURED

JOHN WALKER WHISKEY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901. [76c]

Fr. BLUNCK,

SILK-LACE MANUFACTURER

AND EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER

and RETAILER,

TRADE MARK.

16th July, 1901. [713c]

## Intimations.

### BEEF TEA VERSUS BOVRIL.

#### BEEF TEA.

"Were it possible to furnish the market at a reasonable price, with a preparation of meat combining in itself the albuminous properties together with the extractive principles, such a preparation would have to be preferred to extractum carnis; for it would contain all the nutritive constituents of meat. I have often stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG,  
Discoverer of Liebig's Extract, in  
*The Lancet*, Nov. 11, 1865.

#### BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh, but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principle by the Liebig process (which is akin to home-made Beef Tea) and then adding albumen and fibrine, ground finely to powder; the combination is Bovril. [287c]

[See Special

Intimation.

# PYROLA, PYROLA, PYROLA.

## A PERFUME OF EXQUISITE FRAGRANCE.

WATKINS,  
LIMITED.

Chemists and Perfumers.  
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

### TODAY'S ADVERTISEMENTS.

ZETLAND LODGE,  
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FRIENDS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st November, 1901. [1159c]

HONGKONG RIFLE ASSOCIATION.  
THERE will be NO COMPETITION TO-MORROW (SATURDAY), the 2nd instant, but the Range will be open for Practice, Commencing at 2.15 P.M. ALEX. MACKENZIE,  
Hon. Secretary. Hongkong, 1st November, 1901. [145]

KELLY & WALSH, LTD.

### XMAS CARDS. A CHOICE SELECTION

### PRIVATE GREETING XMAS CARDS,

All the Newest Designs.

Greetings tastefully printed from fancy types in gold, silver, or colours. Hongkong, 28th October, 1901. [690c]

### WILLIAM POWELL, LIMITED.

#### GLOVES! GLOVES!! GLOVES!!!

Ladies', Gentlemen's, Childrens' unpacked this morning, new goods in every department.

R. G. HECKFORD,  
Manager.

[955c]

### A. CHEE & CO.

17A, Queen's Road, Central.

ESTABLISHED 1859.

### FURNITURE DEALERS: IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils; Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

### THE ROBINSON PIANO COMPANY, LIMITED.

### BANJOS, MANDOLINES AND GUITARS, AT COST PRICE TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901.

### TODAY'S ADVERTISEMENTS.

#### PUBLIC AUCTION.

THE Undersigned have received instructions from the ACTING CAPTAIN SUPERINTENDENT OF POLICE to sell by PUBLIC AUCTION,

MONDAY, the 4th November, 1901,  
at 2.30 P.M.

At the Central Police Station.

524 catties RAW MALWA OPIUM.

374 catties RAW PERSIA OPIUM.

TERMS.—As Usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 1st November, 1901. [1179c]

#### WANTED.

WANTED, at once SMART SALESMAN with knowledge of general store work also YOUNG LADY to assist in department.

Apply to

C/o H.K. Telegraph Office.

Hongkong, 1st November, 1901. [1181c]

#### FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on MONDAY, the 4th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 1st November, 1901. [1182c]

#### FOR NAGASAKI (DIRECT).

THE Steamship

"ORI,"

Captain Pinkham, will be despatched for the above Port, on TUESDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to

DOUDWELL & CO., LIMITED,

Agents.

Hongkong, 1st November, 1901. [1183c]

#### FOR FREIGHT OR PASSAGE.

THE Company's Steamship

"BENLARIG,"

Captain Kroble, will be despatched as above on THURSDAY, the 12th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 1st November, 1901. [1187c]

#### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"LAISANG,"

Captain Williamson, R.N.R., will be despatched for the above Ports, on THURSDAY, the 7th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 1st November, 1901. [1184c]

#### FOR YOKOHAMA AND KOBE.

THE Steamship

"LENNOX,"

Captain Williamson, R.N.R., will be despatched for the above Ports, on THURSDAY, the 7th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 1st November, 1901. [1185c]

#### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"CALCUTTA,"

Captain Williamson, R.N.R., will be despatched for the above Ports, on THURSDAY, the 7th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 1st November, 1901. [1186c]

#### FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Payne, will be despatched as above on SATURDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 1st November, 1901. [1187c]

#### NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public

Generally that I have REMOVED my

Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,

5, D'Aguilar Street.

Hongkong, 27th April, 1901. [34c]

### TODAY'S ADVERTISEMENTS.

#### GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from Stonecutters' Island, West and East, on the 4th, 5th and 7th November, 1901, and from Belcher's Point on the 6th (idem), commencing each day at about 9 A.M.

All Ships, Junks, and other Vessels are cautioned to keep clear of the Range.

By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th October, 1901. [1186c]

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship,

"PERIA,"

Captain J. E. McArthur, will be despatched as above on THURSDAY, the 7th instant, at 4 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st November, 1901. [1187c]

THE NICARAGUAN CANAL TREATY.

LONDON, October 30th.

The Washington correspondent of the Daily Chronicle states that His Excellency Lord Pauncefote, British Ambassador to America, has received authority to negotiate and sign the new Nicaraguan Canal Treaty.

CUTE!—A minister in a Kansas town recently adopted a novel scheme for bolstering up the church collection, which had been diminishing.

He informed his congregation just before the plates were passed around that the members who were in debt were not expected to contribute. The collection that day was double the usual sum.

BOTHA NARROWLY ESCAPES CAPTURE.

Colonel Rimington, by a long night march, nearly captured Louis Botha who bolted hastily leaving papers behind.

LATER.

SOUTH AFRICA.—MORE FIGHTING AND CAPTURES.

Colonel Byng's column has captured Boers including two Field Cornets.

Colonel Fortescue's column, after a running fight all day, killed four of the enemy and captured fifty-four, also 36 wagons and much stock.

LOCAL AND GENERAL.

UNDERPAID.—Cadets in the British North Borneo service will now start with a salary of \$1,440 a year, rising gradually to \$2,400 a year in the sixth year of service. Poor cadets!

THE STAFF SERGEANTS MESS have started their Autumn billiard handicap. The entry was exceedingly good and we propose to notice each game in our sports columns as the tournament progresses.

STRAITS OFFICIAL SALARIES.—In the case of those subordinate Government officers of long service who have chosen to pin their faith and future to a 45 dollar while on leave or in receipt of pension in a gold country, it has been decided at Singapore, says the Pinang Gazette, by the Government that they are to participate neither in the bonus nor in the general increase of salaries.

BY KIND PERMISSION of Lieut.-Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME:

Launces..... "Jolly Boys"

Selection..... "Reminiscences of Scotland"..... Godfrey Vale.

Intermezzo..... "Happy Thoughts"..... Preud.

On the road to Moscow"..... Leont.

"Song of the South"..... Blumenthal.

Selection..... "Patience"..... Sullivan.

"God save the King."

ROBBERY AND MURDER.—A serious case of robbery and murder is reported from Batu Gajah in Perak. In the morning of the 2nd inst., three Chinese attempted to break into a fowl-house there. The owner of the house and his brother gave chase to the thieves, and with the aid of other Malays surrounded them in the jungle. The owner's brother with another Malay entered the jungle and attempted to seize one of the thieves, and were fatally stabbed. The murderer made good his escape.

AS OTHERS SEE US!—It is said that the docking facilities which Japan offers for the repairing and overhauling of men-of-war are beginning to be appreciated by foreign nations, says an exchange. Germany now prefers to send her ships for cleansing or repair to Japan in preference to plague-stricken Hongkong. The German cruisers *Bustard* and *Hertha* have been sent to Nagasaki for repairs, and it is expected that

## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. The President (Dr. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present Hon. W. Brewin, Registrar-General (Vice-President), Hon. W. Chatham (Acting Director of Public Works), Dr. Clark (Medical Officer of Health), Mr. Fung Wa-Chun, Mr. Lau Chu Pak, and Mr. J. Bryan (Sanitary Surveyor), Secretary *pro tem.*

## A NEW LATRINE.

Correspondence relative to the erection of a latrine on the west side of Gill's Avenue, Hung Hom, was laid on the table.

Dr. Clark moved that the latrine be removed to the north-west end of the same lot, as an objection had been raised that the latrine, where it was proposed to place it, would be situated on the high road between the landing-stage and the village. By putting the latrine on the north-west end of the same lot that objection would be overcome.

Mr. Chatham said he had no objection to seconding this motion, but he was afraid it would not overcome the real objection, because the latrine, on the new site proposed, would be in equally close proximity to the houses in regard to which the objection had been raised.

The motion was agreed to.

## RATS AND PLAGUE.

Correspondence was laid on the table relative to the examination of the rats found dead and sent to the mortuary. It came from Dr. J. Bell, who stated that he had, in accordance with instructions, examined the spleen and heart-blood of 100 rats found dead. Of this number only two were found to have died of plague. The two plague-infected rats came from Praya East and Des Vaux Road Central.

In forwarding Dr. Bell's report to the Colonial Secretary for the information of H. E. the Governor, Dr. Atkinson stated that this result was important, showing as it did a diminution of plague-infected rats coincident with a decrease in cases amongst human beings. Another fact worthy of note was that it was from Des Vaux Road Central that some of the last notified cases had come. It was a pity they could not ascertain the houses from which these rats had come. They had been thrown out into the streets by the inhabitants and picked up by the rat-catchers.

To these remarks of Dr. Atkinson H. E. the Governor replied as follows: "This is valuable and interesting. What is now being done by the rat-catchers? I think it may be well to try the experiment of getting professional rat-catchers from home to supervise operations. If rats are to be tackled we must not make two bites of a cherry. The question of rat-proof houses ought again to be brought before the Sanitary authorities. With solid floors and no ceilings, rats would find no resting place, and possible communication with drains could be taken up by the Public Works Department."

Dr. Atkinson, in answer to the foregoing minute of His Excellency, reported that the rat catchers were obtaining about 4,000 rats per month now and the numbers were increasing each week as they got more thoroughly into their work. A professional rat-catcher from England would have no knowledge of the Chinese language or habits and it was doubtful therefore whether he would be of much use. The question of the prevention of the access of rats to dwellings had been already considered by the Board and they had recommended (1) traps for storm-drains and gullies; (2) the prohibition of all ceilings and lath and plaster partitions in tenement dwellings outside the European reservation area. The ground surfaces of all dwellings had now to be concreted, and he thought that in all ground floors a single layer of tiles on the top of the concrete might also be required in dwelling rooms, as much of the so-called concrete laid down in the Colony was of very poor quality. Wooden upper floors would suffice if there were no ceilings, as the absence of a ceiling would prevent the rats having any hiding places on the floors—other than the hollow walls—where such exist.

## RATS AND THE DISSEMINATION OF PLAGUE.

Correspondence was laid on the table relative to the Memorandum on the Influence of Rats in the Dissemination of Plague. This Memorandum, which is printed for the use of the Colonial Office, is the work of Professor W. J. Simpson, M.D., F.R.C.P., Lecturer on the Hygiene of the Tropics, London, School of Tropical Medicine.

Referring to the Memorandum, H. E. the Governor minuted: "I find in a note on p. 9 that an investigator, Danys, of Paris, had obtained excellent results in destroying rats in Paris by inoculation. If any further report has been made upon this subject, I shall be glad if the Crown Agents will kindly let me have it, and, if necessary, obtain for this Colony some of the inoculating medicine, so that the experiment may be tried here before next February, at the end of which month, or the beginning of March, plague usually reappears."

Dr. Clark replied to this minute as follows:

"Professor Danys' virus has proved a failure. I submitted, on account of some experiments I had conducted on the subject in another C.S.O. in August last. Since that report was presented there have been reports in the medical journals showing the inertness of the virus, and the Director of the Hygienic Laboratory at Washington has reported similarly. Rat-runs have been treated here with crude carbolic acid in houses that have been disinfected, since the suggestion was made by Professor Simpson."

The President, remarking upon the report from Washington showing the inertness of this virus in killing off rats, said he thought they might conclude that the scheme was not worth trying in Hongkong.

## REPORT OF QUARTERLY INSPECTION COMMITTEE.

The report by Dr. Atkinson and Mr. Fung Wa-Chun, two of the members of the Quarterly Inspection Committee, for the third quarter of

COTTAM & CO., CRICKETING HATS and CAPS.

1901, was laid on the table. The report dealt with the results of visits to houses, latrines, etc., in Health Districts 7 and 8.

A minute by Dr. Clark, showing what steps had been taken to carry out the recommendations of the Committee, was attached.

Hon. A. W. Brewin minuted: "The M. O. H. has stated what action he has taken on the Inspection Committee's report, but I should like to see some explanation of the condition of affairs found by the Committee."

Dr. Clark minuted in reply: "The district inspectors visit each house in their districts at least once in two months, and deal with such illegalities as they then find. There is ample time between one visit and the next for such illegal structures as cubicles to be put again, and the fact that between two and three thousand summonses a year are applied for shows that this is constantly done. It is rarely that a summons is applied for until after at least one warning in writing has been issued."

Hon. W. Chatham remarked that the concreting of houses in Victoria must have been going on for some years now in Hongkong, yet he noticed they were still at work in Wyndham Street. He would like to know when this concreting of houses was to be completed.

Dr. Clark explained that the work had been delayed owing to the conditions under which it had to be carried out. Before laying up a floor they had to serve a notice on the tenant and also on the owner. Where it was concrete the flooring had to be replaced. All this took up a considerable amount of time.

On the motion of the President, it was agreed to forward the report to the Governor for His Excellency's information.

MORTALITY STATISTIC FOR THE COLONY.—The mortality statistics for the week ended 19th October showed a death-rate of 27.8 per 1,000 per annum of the population as compared with 30.1 in the previous week and 26.9 in the corresponding week of last year.

The following minutes were appended:

Hon. A. W. Brewin: "Is the mortality from malaria above normal?"

The President: "Yes, apparently, and more or less evenly distributed."

The President stated that this increased mortality was due to bronchitis and pneumonia consequent upon the setting-in of the north-east monsoon, which principally affected elderly people.

There was no further business of public interest before the Board.

## PLAGUE PRIMARILY AN EPIZOOTIC DISEASE.

The view adopted at the Annual Congress of the British Medical Association, that plague in man is a secondary event, dependent on previous plague in animals, and which led that body to decide to approach Government with a view to an international agreement to ensure measures for preventing infection by ship-borne rats, is shared by no less an authority than Professor Koch, who, in the course of a most remarkable address recently delivered before the British Congress of Tuberculosis, affirmed that it was high time that this enlarged knowledge of the etiology of plague should be utilised in international, as well as in other traffic. Professor Koch added that if measures now in force against the plague have not been successful, no blame attaches to those who devised them as this connection between the human and the rat plague had been totally unknown before.

In June, the British Chamber of Commerce, having obtained extensive information from other important shipping centres in England bearing on this subject, unanimously adopted a resolution, to be included in the programme of resolutions for the autumnal meeting of the Associated Chambers of Commerce, recommending measures directed towards minimising the chances of the introduction of the disease by ship-borne rats. In view of such opinions and evidence, the question naturally arises as to whether measures for the prevention of the spread of plague beyond the seas, which are practically a transcript of those directed against cholera and other purely human diseases, are sufficient. In the absence of any scientific evidence to the contrary, the fact that plague has spread, and continues to spread, in spite of the most strenuous efforts to give effect to such regulations, readily suggests a negative reply.

There can be no doubt that measures for the prevention of the spread of an epidemic should be based on scientific grounds, but nothing can be more illogical than to treat all epidemics in a uniform manner. Our action should be adapted to meet the special characteristics of each, and be primarily in conformity with what the strongest evidence points to, as the most important etiological factor, less important factors of diffusion being none the less guarded against. The existing regulations, while they include a very thorough inspection of individuals, combined with the disinfection of their clothing, do not provide against the danger of droves of infected animals being carried from port to port. As long as a vessel arrives with a history of no illness on the voyage, and is therefore classified under the regulations as not "infected," this danger is not obvious to the public. But it must be borne in mind that crews have little to do with the loading and unloading of cargoes and therefore run but little risk of being infected by plague rats in the hold. It is the quay labourer, upon whom the largest share of loading and unloading cargo falls, who runs that risk. Thirteen dead rats were found in the fore-hold of a ship fifteen days out from Smyrna, which arrived at Bristol in January last. Professor Klein confirmed the death of certain of these from plague; whereupon the ship was dealt with as "infected," and, in the process of disinfection, no fewer than two hundred and twenty-six rats were killed. This led to an appeal, on the part of the Liverpool sanitary authorities, to the Local Government Board for the revision of plague

regulations, and to the Board approving of the proposed modifications in the case of arriving vessels. As, however, it is impossible to destroy all rats on a loaded vessel, and not a difficult matter to do so on an empty vessel, modification of rules relating rather to departing vessels at infected ports is what is obvious, more desirable. Important additional protection would be gained were such modification to take the form of supplementing existing measures by thoroughly fumigating vessels at ports of departure, a method which was boldly adopted in Australia under inter-colonial agreement, during and after the Sydney outbreak of 1900, and with conspicuous success.—*Times of India.*

## SOME AMERICAN WOMEN FOLK.

AN ENGLISH WOMAN'S IMPRESSIONS.

BY MRS. ALICE TWEDDIE.

There is no denying the fact that American women are perfectly charming. They are bright, clever, smart, and cheery.

AT HOME.

The American woman one meets in the United States is generally tall, and well built, she dresses to perfection, and usually suitsably pays 60 per cent. duty on her carriage—and her tailor-made ones are built on her side of the herring pond—there are no better tailors anywhere than can be found in the States. She is a fine make of woman, and her cloth gowns suit her—it is the style of garment she generally dons, and the only practical kind for everyday use in a land where life is spent in and out of trams or elevated railways. In muddy weather she is practical, and has her skirt set several inches off the ground—not pretense at a short skirt, but the real thing, short enough to clear her shoes or her boots. Dozens of such garments are visible on a wet day in New York City.

She is an extravagant person, this American woman, for she spends twice, if not three times, as much on her dress as her English sister, and she certainly knows how to make money fly in every direction. Is this not a little hard on the poor husbands? They have developed into mere money-making machines, and yet it is their own fault; they are utterly unselfish as far as their women folk are concerned. They want their wives to be smarter than anyone else, their houses to be in the most fashionable quarter, and, above all, their diners to be described in the papers! For this they are willing to pay. Up early, a hurried breakfast, and off to the office they go, rushing for steamboats to cross from New Jersey, tearing for trams to get over Brooklyn Bridge, or flying for the overhead to convey them from Haarlem in their wild rush for Wall-street. They work hard all day in a pandemonium luncheon is a scrappy entertainment, afternoon tea is unknown, and they arrive home for their seven o'clock dinner dead beat and thoroughly played out. My heart often aches for poor husbands; they seemed to have so little relaxation in their strife for wealth. 'Tis a hard life, that of the well-to-do American citizen, but he never complains, and goes on week after week with punctilious regularity making in dollars for his wife to spend.

THEIR ABILITY TO SPEND MONEY.

American women do spend; there is no mistake about that. One drops into the Holland House, the Waldorf, Sherry's, or Delmonico's, and finds these good ladies lunching or dining together in twos or dozens. It is quite surprising to the Britisher to see the way women in the States constantly lunch and dine alone together, their men being either too tired or too busy to join them. These good ladies order the most recherche little repasts; they rarely drink anything but iced water, and they seldom smoke—that is a vice or virtue, pertaining to European shores. Occasionally an American woman takes a cocktail before dinner, composed of one or more spirits, in which an olive or a cherry repose; but she never orders wine or spirit at the meal itself. At table Americans appears a land of teetotallers.

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This entertaining at public restaurants probably arises a good deal from the complexity of the servant question. Servants may be a difficult problem in England, but it is nothing here compared with the States. The Republican bringing-up does not allow an American to accept service under any one, therefore there are no real American servants at all, while there are over seventy millions of people in the vast country more of less requiring domestics. They consequently have to put up with the worst class of Irish servants who cannot get situations at home and therefore try their luck in the New World—or darkness. The darkies make excellent butlers and cooks, and seem born for those positions. In consequence of these domestic difficulties the women themselves add to their other charms house-wifely instinct. They not only know how to run a house, but are generally able to do the work themselves should necessity arise. Everything is, of course, reduced to a minimum in the way of labour; electric light has taken the place of lamps, baths adjourn every bed-room, which does away with the necessity of carrying water, while basins with hot and cold water laid on are universal.

After many happy weeks spent in the States I am not in the least surprised that Englishmen should marry American women. They show their good taste—I should do the same were I a man! Nor am I surprised that American women should prefer Englishmen—for the same remark applies.

There is a delightful freedom, an air of comradeship coupled with pleasant manners and pretty looks in the American woman which are most attractive. Her hospitality is unbounded, her generosity thoughtful, and she is in every way an all-round good sort.—*Daily Mail.*

WANTED.

A DVERTISER seeks Engagement as CLERK of Works. Thoroughly efficient in Branches of Construction, Surveying (Land), Drawing, Estimating, Measuring and General Office and Outside Work, Locality no object.

Apply to "X,"

Office of This Paper.

Hongkong, 17th October, 1901.

[112c]

WANTED.

A N EXPERIENCED LADY MANAGER

for CRAIGEBURN HOTEL,

Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to

THE MANAGER,

CRAIGEBURN HOTEL,

Hongkong, 20th October, 1901.

[112d]

WANTED.

CO TTAM & CO., DRESS SHIRTS, TIES and COLLARS.

Hongkong, 8th August, 1901.

[112e]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112f]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112g]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112h]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112i]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112j]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112k]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112l]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Hongkong, 8th August, 1901.

[112m]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

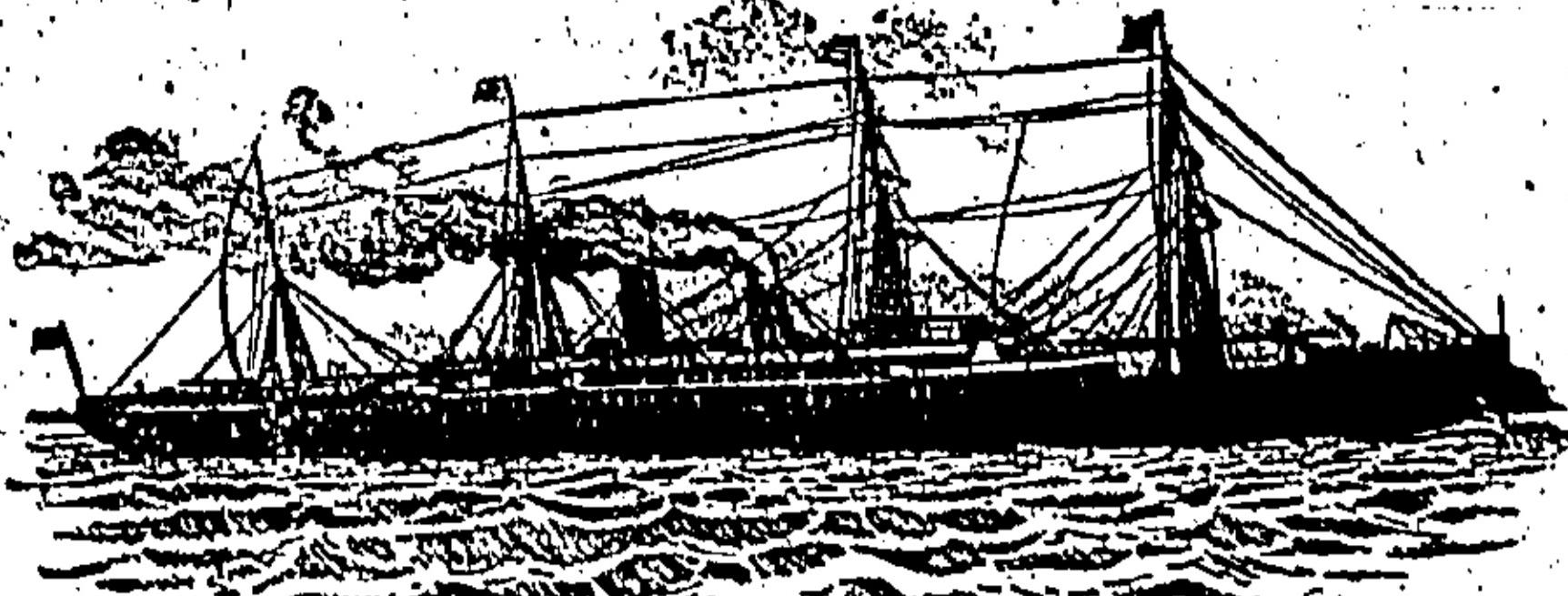
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[112n]

CO TTAM & CO., DRESS FEINT and STRAW HATS.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.
"DORIC"	THURSDAY, 9th Jan., 1902, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 12th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage. Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing; Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 30th October, 1901.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



SAFETY, SPEED, PUNCTUALITY,  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 10th November.  
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 18th December.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 15th January.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent. FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Hongkong, 23rd October, 1901.

1901

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PROPOSED SAILINGS FROM HONGKONG.

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STEAMERS DESTINATIONS SAILING DATES.

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SEGOVIA.....HAVRE, BREMEN and HAMBURG. 16th Nov. Freight.

Foerck.....(Calling at SINGAPORE and PENANG). 16th Nov. Freight.

MARBURG.....HAVRE and HAMBURG. 30th Nov. Freight.

Zacharjine.....(Calling at SINGAPORE and COLOMBO). 30th Nov. Freight.

SUEVIA.....HAVRE and HAMBURG. 14th Dec. Freight.

Bork.....(Calling at SINGAPORE and PENANG). 28th Dec. Freight.

SERBIA.....HAVRE and HAMBURG. 28th Dec. Freight.

Stehmeyer.....(Calling at SINGAPORE and COLOMBO). 28th Dec. Freight.

NUERNBERG.....HAVRE and HAMBURG. 6th Jan. Freight.

Mayer.....(Calling at SINGAPORE and PENANG). 6th Jan. Freight.

STRASSBURG.....HAVRE and HAMBURG. 13th Jan. Freight.

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HONGKONG OFFICE,

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STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
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PORTS, PLYMOUTH AND LONDON,  
(THROUGH Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AND  
AMERICAN PORTS).

THE Steamship

"COROMANDEL"

Captain F. W. Vibert, R.N.R., carrying His Majesties' Mails, will be despatched from this for BOMBAY, on SATURDAY, the 9th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Trunkmail.

Parcels will be received at this Office until 4 p.m., the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,  
Superintendent

Hongkong, 26th October, 1901.

[fc]

1901

THE SINGAPORE RICKSHA  
STRIKE.

Singapore, October 23rd.

MANY COOLIES ARRESTED.

The strike of rikisha coolies still continues and is causing great inconvenience to the general public. What transpired at the interview at Government House yesterday, between several of the rikisha owners and the Governor was that His Excellency practically declined to discuss the question, saying that the Chinamen (the owners) who controlled the rikisha traffic were on British soil and would be held responsible for their actions according to law, and further that, if it was thought necessary, they might be sent to China. This is the gist of the interview as communicated to us by Mr. Hooper.

Meanwhile there are no rikisha ploughing for hire. The police patrols are still out to cope with any trouble that may arise; and necessity for this action is emphasized by the disturbance that took place yesterday in Sago Street. The matter has been the subject of investigation at the Police Court to-day, and the proceedings will be found reported below.

The rikisha owners are still determined to resist the enforcement of—or incapable of enforcing—the law which makes them responsible for offences committed against the traffic regulations, and the authorities are equally determined to strictly enforce the traffic regulations. That is the position of affairs at present. The duration of the strike seems to depend on the power of the coolies to subsist without working; and as probably they are receiving financial assistance from the owners, the strike may go on for some days yet, or it may be brought to a climax by dealing personally with the owners themselves.

About 3 p.m. yesterday H. C. & J. Inspectors Jones, McCully, and the rikisha peons went through various streets in licensed rikishas; near Ophir Road in Rochore, Inspector Jones and his men were stoned. Mr. Hooper and Inspector Goodland were on the scene. Some of the peons were struck with the stones. Mr. Stewart, the C. P. O., with Assistant Supts. Wathen and Whitehead, and Inspt. Brennan with a large body of Sikhs armed with rifles and batons marched to the scene and cleared the streets. No arrests were made as all the men bolted. Several streets in which rikisha coolies live were also patrolled.

At 6 p.m. yesterday a rikisha was smashed in Havelock Road. Up to the present time eight gharrys have been damaged by stones. RIKISHA PULLERS AT THE POLICE COURT.

This morning 31 Chinese coolies were brought up at the Police Court, before Mr. Sarvar, charged with being members of an unlawful assembly, breaking the rules of the Colony, and assaulting the police. The Court was packed with rikisha coolies and numbers had to be turned out as there was no room for them. The prisoners all pleaded "not guilty." They were of sullen appearance and occasionally answered the interpreter insolently. They were guarded by Sikhs armed with bayonets.

The Police were represented by the Acting Chief Police Officer, Mr. A. L. Stewart, who was the first witness called. He said that on the 18th Inst. he received information from the Inspector-General of Police that His Excellency the Governor had directed that from the 21st inst. (Monday last), the Police were to deal strictly according to the law with all vehicles found committing offences under the Jinrikisha Ordinance. A notice to this effect, he understood, had been sent to the various rikisha owners by Mr. Hooper, the Registrar. On the morning of the 21st inst. reports reached witness that early that morning some people in rikishas had been assaulted, and he also received an official notification from Mr. Hooper of a general strike of rikishas throughout the town. Later in the day he received information that stones had been thrown at passengers. Witness saw a gharry, the window of which was broken. He sent out some Sikh constables to New Bridge Road. On the 22nd inst. (yesterday) he received similar information and again sent constables to New Bridge Road for the purpose of keeping order in the streets and to prevent stones being thrown at passers by in carriages and the occupants assaulted or molested. About 12.45 p.m., yesterday, information was given him by Sgt. Stapley concerning No. 99 New Bridge Road which had an entrance in Sago Street. He sent a party of constables under Asst. Supt. Wathen, to Sago Street, and witness went with another party to the New Bridge Road entrance of the house. A large crowd of coolies was assembled in both streets. Witness entered the house with Sgt. Stapley, Gallagher, and some constables who were ordered to arrest all the men they could identify. A quantity of bricks and stones were collected (produced in Court). All the prisoners now charged were arrested in the house.

Asked if they wished to put questions to the witness, many of the prisoners answered the interpreter insolently, saying that they were arrested in the street and not in the house. The Chief Police Officer further said that on going outside the house, he found a large crowd of coolies in the street. He ordered the constables to charge them, which was done. The crowd was in a threatening mood, and might have taken action if the Police had not done so first. The prisoners were under escort in the roadway while the crowd was assembling. Sgt. Stapley, of Sepoy Lines, said he was in a gharry in Sago Street yesterday with some constables when there were cries of "Pah, Pah." A large crowd was assembled at house No. 99 and stones were thrown through the windows. There were six or seven hundred coolies in the street. There were heaps of granite at the roadside. Witness ordered the crowd to desist, but they refused and prisoner No. 3 shouted "Pah, Pah" from the window of the house. Bricks were thrown at the Police, and witness then ordered four Sikhs who were on duty to

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bayonets in order to frighten the coolies. Prisoner No. 1 rushed between two Sikhs and was arrested and taken to Sepoy Lines Police Station. The crowd was still gathering, so witness drew his revolver and fired a couple of shots into the drain. More Police coming up, about 200 coolies rushed into No. 99, several escaping by the back door. Witness could identify several of the prisoners. After putting a guard round the house, witness informed the Chief Police Officer of what had happened.

The prisoners were arrested. A large stone thrown from one of the windows just missed witness's helmet.

Sikh Lance Corporal No. 100 was next called. He deposed that yesterday at 12 noon he was on duty in New Bridge Road. Four constables were with him. A doctor from the General Hospital and two ladies were passing in a gharry. Many stones were thrown at the gharry from house

arrested got in their work. They were all agents and tools of Lukban; who requested them to collect an import duty on every picul, or hemp that changed hands.

There is an immense demand for hemp and prices are unusually high on account of the war, the present rate to sellers being about \$14 Mex. per picul (nearly 134 lbs.). Hence a tremendous revenue has been obtained from this source, and at the same time Lukban's army has had plenty of rice from unprincipled dealers, in exchange for the hemp. As the president received 20 per cent of the money they collected it can be imagined they were sufficiently zealous to satisfy General Lukban.

## CIVIL OFFICERS TREACHEROUS.

With the arrest of his agents, the active blockade of Sabay island, his source of revenue suspended and his supply of rice cut off, the insurrecto leader is finding the net tightening around him, slowly but surely. The "presidencies showed great amazement at their arrest, as they thought there was little fear of discovery. It happens, however, that many officers have by experience learned to look to the so-called "pacified" islands to find the real source of the insurgent activity which may be showing itself on another island near or remote. Though there may be civil government, apparent neutrality, and no actual surface acts of hostility, the "copperhead" spirit is there and ready to show itself at any moment. Knowing where to look for the upholders of the revolution, it is no great mystery how the officials of an island some distance from the real revolutionary activity have been apprehended.

## PUNISHING THE TRAITORS.

Leyte island is believed to be "taired with the same stick" and many official heads there lie uneas'y of nights.

His Excellency the Civil Governor of Leyte will have a big task on hand in nominating successors to the "Filis," traitors who have been deposed and are now in confinement. Billian is within the jurisdiction of his excellency.

An interesting question is likely to arise when it comes to punishing this wealthy and powerful aggregation of civil officials. In view of the fact of civil jurisdiction, many of them can be prosecuted civilly on other than military questions, as there is no question but that numerous irregularities in the clearance of lorcas and batoces have existed. In one part, Babatongan, a half hundred boats with no papers at all were found and such irregularities as these are quite common.—*Manila Times*.

## RUSSIAN PERFIDY.

## AN AMERICAN VIEW.

The *New York Times*, referring to the Blue Book on China, says:—The perfidy of Russian diplomacy, the complete and shameless bad faith which Russia has exhibited towards China and towards the Western World—these stand out so clearly in this formal official recital that it is important that they should be understood. The American journal asserts further on that Russia relies on theopathy of America, but may be wrong about that, and ends by saying:—Russia's acquisitions and her aspirations in Eastern Asia constitute the greatest and most urgent question of world politics to-day.

## MORE ABOUT SCHEEPERS.

Mr. Bennet Burleigh, writing to the *Daily Telegraph* from Nauvoporat on August 17th, says:—Schepers and Latimer are the only two Boer commanders of any note at the moment within this Colony. Their numbers and courage are alike despicable and their methods beyond even those of ordinary guerrilla warfare. Natives, armed or unarmed, are daily shot in cold blood by them and other Boer leaders. Very early yesterday morning five natives who were caught upon a farm close to where Kruizingen forged the Orange, east of Norval's Pont, were taken and deliberately shot. Upon trek you find dead bodies of these murdered unarmed blacks lying unburied upon the veldt. The ghastly facts are beyond dispute; nor can it be asserted that these slaughtered natives have, except in rare instances, done anything to merit death, or been in any sense spies or belligerents. It should be recalled that Schepers, when in Murrysburg arrested a loyal Dutch citizen whom he sent to take leave of his people. The youth—for such he was—was then brought before Schepers, who pointed a revolver at him, but the weapon was struck up by his adjutant and discharged harmlessly in the air. The lad's father justly called Schepers a coward, whereupon the Boer commander launched out with a sjambok, striking his prisoner over the eyes and blinding him for life.

## BAULKING THE FOREIGNER.

A letter from Lord George Hamilton to Mr. John G. A. Baird, Member for the Central Division of Glasgow, recommends the engineering trade to adopt strong measures to expand the power of production and prevent contracts for locomotives falling permanently into the hands of foreigners. The Indian Government lately had to postpone placing orders until progress had been made with large South African orders; but Indian Companies cannot wait, and have been obliged to accept tenders from a Hanover firm, which is supplying locomotives much cheaper and quicker. Lord George Hamilton suggests the standardization of locomotives, and if possible, a forecast of the number of locomotives required for the ensuing year. In consultation with Lord Curzon, he has arranged for a conference of Indian railway engineers at Calcutta; next December, to consider these points.

G. GIRALD'S GREAT SPECIALTY COFFEE ground on the PREMISES

## Hotels.

## GO TO THE

KOWLOON HOTEL,  
KOWLOON.J. H. DOWNS,  
Manager.J. W. OSBORNE,  
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Very bust brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

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Convenient distance from town, delightful  
situation.

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Please sanitary situated opposite the Race Course, (One Mile from Bund).

Spacious and well furnished rooms en suite or single. An ideal residence in the hot season. Unexcelled Casino under the direct personal supervision of the proprietor. Billiard Room, Reception and Private Dining Rooms are replete with every modern comfort.

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List of Registered Covers for Merchant Ships.

S.S. <i>Aker</i>	Changsha	Thirty Tennis Clubs, Sec.
	Tilley	Capt. (6)
	Takir Mahomed	
	Taylor, Miss N.	
	Kwong Hing (Dead Letter)	
	Taylor, M. L.	
	Thurnam Singh	
	Wazir Singh, I.P.C. 716	
	Wazir Chand	
	Weinstein, J.	
	Wing, Sir, Andrew A.	
	Warcer, Khan	
	Yamada, H.	
	Zarza, M. M. de	

Leis, L.

List of Registered Covers for Merchant Ships.

S.S. *Aker* Capt. Ch. T. Hanson." *Desvres* Capt. Moore." *Dragon* Capt. Ross." *Erica* Capt. Zindel." *Hainan* Capt. Drury." *Homeneus* Capt. Pugh." *Indravelli* Capt. Devaynes." *Loosok* Capt. Brandt." *Pilatry* Capt. Fakimahomed Tandil." *Scantung* Capt. H. S. Clinton." *Shantung* Capt. Qual." *Sherwana* Capt. R. Appleton." *Si Dunstan* Leop. Piringer." *Sui Tat* A. Nene." *Tencai* James Crowlie." *Ulysses* H. Roberts." *Yuenlong* S. Farrel.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Behnroy, Takkmakoff.

Fungshingyung, Thungsenglong.

Gannet, Tungshunter.

Glifford, Vankee.

Huffmnn, Williams.

Jabotz, Wingtaalong.

Kwongchandong, Wocheong.

Kwangpholong, Wookeong.

McAuliffe, Yangwocheong.

Melchers, Yheetsan.

Navire Brizius, Yown.

Pills, 6903 Yuemphobia.

Quemoh, 6932, 1,123, 0,478, 0,006.

Siau Chaw, 3,470.

Soonke (998).

1178C

Takmakoff.

Thungsenglong.

Tungshunter.

Vankee.

Williams.

Wingtaalong.

Wocheong.

Yangwocheong.

Yheetsan.

Yown.

Zakmakoff.

Thungsenglong.

Tungshunter.

Vankee.

Williams.

Wingtaalong.

Wocheong.

Yangwocheong.

Yheetsan.

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Zakmakoff.

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Wingtaalong.

Wocheong.

Yangwocheong.

Yheetsan.

Yown.

Zakmakoff.

Thungsenglong.

Tungsh

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	" SHANST "	2nd instant
TIENTSIN	" KWEIYANG "	3rd instant
ILIOLO and CEBU	" KAIKONG "	4th instant
MANILA	" SUNKUANG "	5th instant
POR DARWIN, THURSDAY ISLAND,	" CHANGSHA "	6th instant
COOKTOWN, TOWNSVILLE, BRIS-	" CHANGSHA "	7th instant
BANE, SYDNEY and MELBOURNE	" CHANGSHA "	8th instant

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

OCEAN STEAMSHIP COMPANY.  
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	" AOHILLES "	6th November
"	" GLAUVOS "	13th "
"	" IXION "	21st "

HOMewardS.

FOR LONDON.

" NESTOR "	12th Nov., 1901.
" MACHAON "	26th "
" ACHILLES "	10th Dec. "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)	15th Nov., 1901.
" DARDANUS "	15th Dec. "
" IXION "	15th Dec. "

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARATOON APCAR," Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 2nd Nov., at 3 P.M.

For Freight or Passage, apply to DAVID SASOON, SONS & CO., Agents.

Hongkong; 28th October, 1901. [1167c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship "DAIGI MARU."

Captain K. Sobajima, will be despatched as above on SUNDAY, the 3rd November.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong; 28th October, 1901. [126c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ADANA," will be despatched for the above Port on or about the 5th November.

To be followed by the Steamship "ASAMA," on or about 15th December.

And by the Steamship "ACARA," on or about 31st December.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th October, 1901. [104c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship "MADZURU MARU."

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 13th Nov. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th October, 1901. [226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship "ANPING MARU."

Captain S. Atsuri, will be despatched for the above Port, on WEDNESDAY, the 6th Nov., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1901. [321c]

PORLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (Or.). Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (Or.), on or about the 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, 29th October, 1901. [1174c]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ PORT SAID, FIUME AND TRIESTE. (Taking cargo at through routes to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "MARQUIS BACQUEHEM," Captain Bilal, will be despatched as above on TUESDAY, the 10th November.

The steamer has capital accommodation for passengers. Electric light, A doctor is carried.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 18th October, 1901. [114c]

Shipping.

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American ship

" MANUEL LLAGUNO," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901. [727c]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

" PARRAMATTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—From London, &c., ex S.S. *Ocean*, From Persian Gulf, ex B.I.S.N. and E. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 2nd November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th October, 1901. [15]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO' LONDON AND STRAITS.

THE Steamship

" ERNEST SIMONS,"

Captain Vuquier, will be despatched for the above Ports, on or about TUESDAY, the 5th Nov.

For Freight or Passage, apply to P. DE CHAMPORIN,

Acting Agent.

Hongkong, 30th October, 1901. [104c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

" TRANS-PACIFIC SERVICE."

TO VICTORIA (B.C.) SEATTLE AND TACOMA.

THE Steamship

" OOPACK,"

Tons 3,883, Commander J. Barber, is due here on 4th November, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 22nd October, 1901. [1147c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

" MA'DZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 13th Nov.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th October, 1901. [226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR BORNEO.

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 6th November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 31st October, 1901. [15]

Intimations.

JUST OPENED

AND

NOW FOR SALE.

A MAGNIFICENT and well-assorted shipment of BON BONS and CRACKERS of latest designs and descriptions.

10% Discount for Cash.

Inspection earnestly solicited.

H. RUTTON JEE, No. 5, D'Aguilar Street, and

No. 39, and 40, Elgin Road, Kowloon.

Hongkong, 16th October, 1901. [1145c]

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1901. [14]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 30th October, 1901. [1038c]

Intimation.

WANTED:

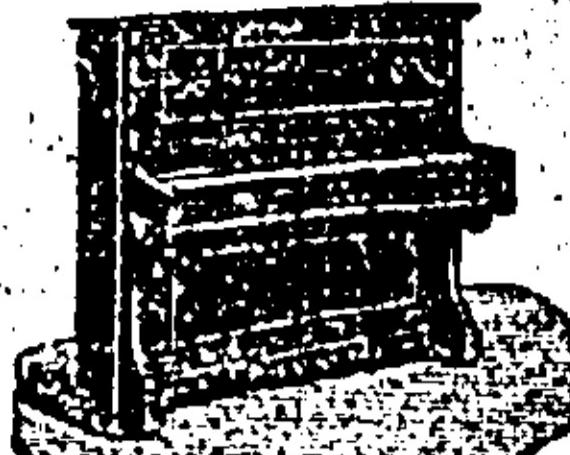
WANTED A MANAGER for THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

Apply to THE HON. SECRETARY.

Hongkong, 1st October,

Intimation.

THE

**ROBINSON**  
PIANO CO., LIMITED.

BEST VALUE IN

**PIANOS.**

MONTHLY PAYMENT

SYSTEM.

Hongkong, 10th August, 1901.

The N.Y. K. Co.'s steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 6th Oct. and is expected to arrive here on the 6th inst.

**HONGKONG AND WHAMPOA DOCK RETURNS.**  
 Canton River ..... at Kowloon Dock.  
 Kwangtung ..... " "  
 Tacoma ..... " "  
 Huns Menell ..... " "  
 H.M.S. Argonaut ..... " "  
 Elcano ..... " "  
 H. J. Albrecht ..... " "  
 Heinrichs ..... " "  
 Looch ..... " "  
 Kwaiyung ..... " "  
 Piccola ..... " Cosmopolitan

**EXCHANGE.**

Hongkong, 1st November.  
 ON LONDON, Telegraphic Transfer ..... £100  
 Bank Bills, on demand ..... £100 15/16  
 Credits, 4 months' sight ..... £111 5/16  
 D'ments, 4 months' sight ..... £111 7/16  
 ON BERLIN, (demand) ..... M.R. 94  
 ON PARIS, Bank Bills, on demand ..... 2.40  
 Credits, 4 months' sight ..... 2.44  
 ON NEW YORK, Bank Bills, on demand ..... 4.60  
 Credits, 30 days' sight ..... 4.74  
 ON BOMBAY, Telegraphic Transfer ..... 1.42  
 On demand ..... 1.42  
 ON SHANGHAI, Telegraphic Transfer ..... 7.31  
 Private 30 days' sight ..... nom.  
 ON YOKOHAMA, T.T. ..... 61% prem.  
 Sovereigns, Bank's Buying Rate ..... \$10.45  
 Gold Leaf 100 tauch, per tael ..... 53.90  
 Bar Silver ..... 26.916  
 Dollars ..... nom.

**OPIUM QUOTATIONS.**

Hongkong, 1st November.  
 To-day's quotations are as follows:-  
 BENGAL—New Patna ..... @ \$20/25  
 New Benares ..... @ 90/-  
 Old Benares ..... @ 95/-  
 Old Benares ..... @ 90nom.  
 MALWA—New ..... @ 300/- 10  
 Last year's ..... @ 91/20  
 2/3 years' old ..... @ 920/30  
 3/4 years' old ..... @ 930/40  
 Butterfofe ..... @ 950  
 PERSIAN—Superior drug was sold @ 670

**VISITORS AT THE HONGKONG HOTEL.**

Ancherlonie, Mr. J. Johansen, Mr. and Mrs. Anderson, Mr. W. H. Joseph, Mr. and Mrs. E. S. Angus, Mrs. Katch, Mr. E. A. Arnold, Mr. H. Kelly, Mr. E. M. Baile, Mr. W. S. King, Major H. S. Kirkwood, Mr. J. Lazarus, Mr. N. Beckin, Mr. R. L. Little, R. E., Major and servant R. P. Macdonald, Dr. Weir Mackie, Mr. Gordon Marlow, Mr. Blavand, Mr. G. E. McLaughlin, Mr. W. McLeellan, Mr. and Brown, Major and Mrs. W. B. and 3 children Mrs. E. E. Brown, Mrs. G. W. Michael, Mr. S. J. Milton, Mr. and Mrs. Busstow, Mr. Buttsaw, Major Cameron, Mr. D. H. Clark, Dr. Cole, Mr. G. E. Price, Mr. H. Radcliffe, R.E., Capt. Colson, Mr. J. S. Connel, Mr. J. J. Robertson, Mr. W. R. Schouw, Mr. C. Denroche, Mr. P. C. Sergeant, Mr. P. W. Silver, Mr. A. A. Dorehill, R.A., Major Simpson, Mr. A. E. Simpson, Capt. & Mrs. and child Simpson, Mr. G. Sims, Mr. T. Smith, Mr. T. J. Stewin, Mr. E. A. Taylor, Mr. D. G. Thompson, Dr. and Mrs. Forreath, Capt. & Mrs. and child Tibby, Mr. H. M. Valentine, Mr. A. Wade, Mr. T. W. Whately, Mr. G. H. Walker, Mr. and Mrs. Hamilton, Mrs. Hanson, Mr. B. E. Harris, Mrs. A. nurse and 2 children Hawkins, Mr. J. A. Frank W. V. Weir, Mr. and Mrs. M. Gillet, Mr. L. Wade, Mr. T. W. Whately, Mr. G. H. Walker, Mr. and Mrs. Holmes, Capt. Bagnall, Mr. J. J. Wright, Mr. and Mrs. H. Taylor

**VISITORS AND RESIDENTS AT THE PEAK HOTEL.**

Baulton, Mr. J. F. Marcheadelli, Mrs. & Miss Bonnar, Mr. J. W. C. Marie, Mr. Hugo Brown, R.E. Col. L. F. Martin, Mr. R. May, Mr. A. J. Maze, Mr. H. M. Miller, Mr. and Mrs. Mumford, Mr. and Mrs. and children Oustinoff, Mr. M. Pitt, Mr. John R.N. Pollock, Hon. H. E. Qustinoff, Mr. M. Rumsey, R.N. Hön. R. Murray Sawyer, Mrs. Graham, Mr. D. M. Sinclair, Mr. A. Stokes, Mr. A. G. Thomas, Mr. J. S. W. F. and children Wheeler, Mr. W. H. Jameson, Mr. Phillips Jeffries, Mr. H. N. Wilson, Mrs. W. and Lee, Mr. J. E.

**GRAIGIEBURN.**

Bells, Mr. H. Heemskerk, Mr. J. J. B. Brown, Mr. and Mrs. H. Matheson Helms, Mr. W. Langlands, A.O.D. Crouch, Mr. J. W. Capt. and Mrs. P. Edwards, Mr. G. H. Pryne, Capt. and Mrs. George, Mr. and Mrs. C. Pye, Mr. E. Burns Hamilton, Major and Surplice, Mr. and Mrs. Mrs. Claude Grimble, Mr. & Mrs. G.

**KOWLOON HOTEL.**

Crockett, Mrs. Groves, Capt. and Mrs. Crockett, Miss and family Drakes, Mr. Francis Pitt, Dr. Fernandez, Mr. & Mrs. J. B. Relacker, Mr. R. Monrow, Miss Riegen, Mr. V.

**THE SHARE MARKET.****LATEST QUOTATIONS.**

(NOVEMBER 1st)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.				
<b>Banks.</b>						
Hongkong and Shanghai Banking Corporation	\$ 125	\$625 nominal				
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal				
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	£0.15				
The Bank of China and Japan, Limited—(Deferred)	\$ 1	nominal				
National Bank of China, Limited	\$ 8	\$27 sellers				
Do. Founders	\$ 1	\$15 sellers				
<b>Marine Insurances.</b>						
Union Insurance Society of Canton, Limited	\$ 50	\$330 buyers				
China Traders' Insurance Company, Limited	\$ 25	\$18 sellers				
North China Insurance Company, Limited	\$ 60	Taels 150 buyers				
Yangtze Insurance Association, Limited	\$ 100	\$130 sales				
Canton Insurance Office, Limited	\$ 50	\$157 sellers				
Straits Insurance Company, Limited	\$ 20	nominal				
<b>Fire Insurances.</b>						
Hongkong Fire Insurance Company, Limited	\$ 50	\$360 buyers				
China Fire Insurance Company, Limited	\$ 20	\$84 sellers				
<b>Shipping.</b>						
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$35 buyers				
Indo-China Steam Navigation Company, Limited	\$ 10	\$150 sellers				
China and Manila Steamship Company, Limited	\$ 50	\$63 sellers				
Douglas Steamship Company, Limited	\$ 50	\$47 sales				
China Mutual Steam Navigation Company, Limited—(Preference)	\$ 10	£10 buyers				
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 5	£5 sellers				
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	\$ 10	£7.10 sellers				
Star Ferry Company, Limited	\$ 10	\$241 sellers				
"Shell" Transport and Trading Company, Limited	\$ 24	\$24 sellers				
Shanghai Tug Boat Company, Limited	Taels 100	Taels 12/6 buyers				
Taku Tug and Lighter Company, Limited	Taels 50	Taels 135				
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 135				
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 135				
<b>Refineries.</b>						
China Sugar Refining Company, Limited	\$ 100	\$152 sales				
Luxon Sugar Refining Company, Limited	\$ 100	\$25 sellers				
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 72½				
<b>Mining.</b>						
Punjion Mining Company, Limited	\$ 9	\$58 sales				
Punjion Mining Preference Shares	\$ 1	\$1				
Société Française des Charbonnages du Tonkin	Frances 250 Cents 25	\$25 cents 4 cents				
Queen Mines, Limited	\$ 5	\$4				
Telebu Mining and Trading Company, Limited	£ 18s. fid.	£14 sellers				
Raub Alian Gold Mining Company, Limited	£ 18s. fid.	nominally nominal				
Olivers Freshold Mines, Limited A.	£ 18s. fid.	nominal				
Olivers Freshold Mines, Limited B.	£ 18s. fid.	nominal				
Chinese Engineering & Mining Company, Ltd.	£ 18s. fid.	nominal				
<b>Docks, Wharves and Godowns.</b>						
Hongkong and Whampoa Dock Company Limited	\$ 50	\$290 sales				
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$96 sales				
Wanchai Warehouse and Storage Company, Limited	\$ 37½	nominal				
New Amoy Jock Company, Limited	\$ 64	\$25 buyers				
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Taels 29½				
<b>Lands, Hotels and Buildings.</b>						
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75				
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$193 sellers				
Kowloon Land and Building Company, Limited	\$ 30	\$314 buyers				
West Point Building Company, Limited	\$ 50	\$65 buyers				
Hongkong Hotel Company, Limited	\$ 50	\$138 buyers				
Oriente Hotel Company, Limited (Manila)	\$ 50	\$55				
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$275				
Humphrey's Estate and Finance Company, Limited	\$ 10	\$131 buyers				
<b>Cotton Mills.</b>						
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$131 buyers				
Ewo-Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42½ buyers				
International Cotton Manufacturing Company, Limited	Taels 100	Taels 32½ buyers				
Taels 100	Taels 40	Taels 260				
Taels 100	Taels 50	Taels 11				
<b>Tobacco, Cigar and Cigarette Companies.</b>						
Alhambra, Limited	\$ 500	\$500 nominal				
Philippine Tobacco Trust Co., Limited	\$ 500	\$50 nominal				
Shanghai-Sumatra Tobacco Company, Limited	Taels 35	Taels 35				
Shanghai-Langkat Tobacco Company, Limited	Taels 50	Taels 50				
<b>Miscellaneous.</b>						
Green Island Cement Company, Limited	\$ 10	\$22 buyers				
China-Borneo Company, Limited	\$ 15	\$38 sellers				
A. S. Watson & Co., Limited	\$ 10	\$154 buyers				
Watkins, Limited	\$ 10	\$10				
Hongkong Electric Company, Limited	\$ 10	\$134 buyers				
Hongkong and China Gas Company, Limited	\$ 10	\$64 buyers				
Hongkong Rope Manufacturing Company, Limited	\$ 25	\$140 buyers				
Geo. Fenwick & Co., Limited	\$ 25	\$177½ sellers				
Hongkong Ice Company, Limited	\$ 25	\$55 sellers				
Hongkong High-Level Tramway Company, Limited	\$ 100	\$280 buyers				
Dairy Farm Company, Limited	6	\$8 buyers				
Hongkong and China Bakery Company, Limited	\$ 50	\$50				
Campbell, Moore & Co., Limited	10	\$20 buyers				
Bell's Asbestos Eastern Agency, Limited	1	\$10				
United Asbestos Oriental Agency, Limited	4	\$9				
Tebat Planting Company, Limited	5	\$2 sellers				
Universal Trading Co., Limited	20	\$167 sellers				
Hongkong Steam Water Boat Co., Limited	5	\$8 buyers				
China Light and Power Co., Limited	20	\$20 sellers				
Robinson Piano Co., Limited	50	\$50 nominal				
Manila Investment Co., Limited	50	\$50 nominal				
<b>BENJAMIN, KELLY &amp; POTTS, Share Brokers.</b>						
SHIPPING AND MAIL NEWS.						
MAILS DUE.						
American (Peru) 3rd inst.						
French (Ernest Simon) 6th inst.						
American (Costa Rica) 12th inst.						
American (America Maru) 20th inst.						
The P. M. S. S. Co.'s steamer <i>Pera</i> with mails, &c., left Shanghai for this port this morning at daylight.						
The E. & N. steamer <i>Eastern</i> from Sydney &c. has left Port Darwin for Timor Manila and this port and is due here on 11th November.						
The N. Y. K. Co.'s steamer <i>Wakata Maru</i> (European Line) left Singapore for this port on the 31st Oct. and is expected to arrive here on the 6th inst.						
<b>STEAMERS EXPECTED.</b>						
VESSEL'S NAME	FROM	AGENTS	DATE			
Laisang	Singapore	Jardine, Matheson & Co.	To-morrow			
Peru	Shanghai	Pacific Mail S. S. Co.	November 3rd			
Pekin	Singapore	P. & O. S. N. Co.	November 3rd			
Ernest Simon	Singapore	Messageries Maritimes	November 6th			
Hiroshima Maru	Japan	Nippon Yusen Kaisha	November 6th			
Wakata Maru	Singapore	Nippon Yusen Kaisha	November 6th			
Eastern	Port Darwin	Gibb, Livingston & Co.	November 11th			
Coprico	San Francisco	O. & O. S. S. Co.	November 12th			
<b>CHINA COAST METEOROLOGICAL REGISTER.</b>						
31ST OCTOBER, 1901, P.M.						
STATION.	HOUR.	BAROMETER THER.	TEMPERATURE.	HUMIDITY.	WIND DIRECTION.	WEATHER.
Wladivostock	2 p.m.	—	—	—	NW.	6
Tokio	"	30.02	—	—	S.	2
Kochi	"	30.07	—	—	N.	6
Nagasaki	"	30.19	—	—	N.	4
Kagoshima	"	30.15	—	—	E.	3
Taihoku	1 p.m.	30.19	—	—	SW.	3
Taichu	"	30.08	—	—	W.	4
Tainan	"	30.08	—	—	NE.	3
Koshun	"	30.06	—	—	NE.	8
Pescadores	"	30.10	—	—	NE.	8
Gutlaff	3 p.m.	30.39	50	70	NNE.	5
Sharp Peak	"	30.21	70	73		

## Post Office.

A Mail will close:-  
For Canton—Per *Powtan*, to-morrow, the 2nd instant, at 7.30 A.M.  
For Bangkok—Per *Choufa*, to-morrow, the 2nd instant, at 9 A.M.  
For Shanghai—Per *Siansi*, to-morrow, the 2nd instant, at 11 A.M.  
For Singapore and Colombo—Per *Bumber*, to-morrow, the 2nd instant, at 11 A.M.  
For Singapore—Per *Ceylon*, to-morrow, the 2nd instant, at 11 A.M.  
For Shanghai—Per *Chiuyen*, to-morrow, the 2nd instant, at 1 P.M.  
For Macao—Per *Honam*, to-morrow, the 2nd instant, at 1.15 P.M.  
For Singapore, Penang and Calcutta—Per *Arratoon Apear*, to-morrow, the 2nd instant, at 2 P.M.  
For Saigon—Per *Decima*, to-morrow, the 2nd instant, at 3 P.M.  
For Amoy—Per *Victoria*, to-morrow, the 2nd instant, at 3 P.M.  
For Swallow, Amoy and Tamsui—Per *Dager Mart*, to-morrow, the 2nd instant, at 5 P.M.  
For Canton—Per *Fatshan*, on Sunday, the 3rd instant, at 9 A.M.  
For Kuchuck and Sanchui—Per *Tung-kong*, on Sunday, the 3rd instant, at 9 A.M.  
For Canton—Per *Hankow*, on Monday, the 4th instant, at 7.30 A.M.  
For Europe, &c., India, via Tuticorin—Per *Salsac*, on Monday, the 4th instant, at 11 A.M.  
For Macao—Per *Honam*, on Monday, the 4th instant, at 1.15 P.M.  
For Shanghai—Per *Lunghmoon*, on Monday, the 4th instant, at 2 P.M.  
For Manila—Per *Loungsue*, on Monday, the 4th instant, at 3 P.M.  
For Canton—Per *Powtan*, on Monday, the 4th instant, at 5 P.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, on Tuesday, the 5th instant, at 11 A.M.  
For Tientsin—Per *Kweiyang*, on Tuesday, the 5th instant, at 4 P.M.  
For Foochow, Shanghai, Moji, Kobe and Yokohama—Per *Tartar*, on Wednesday, the 6th instant, at 11 A.M.  
For Iloilo and Cebu—Per *Kaifong*, on Friday, the 8th instant, at 1 P.M.  
For Singapore, Penang and Calcutta—Per *Laisang*, on Saturday, the 9th instant, at 10 A.M.  
For Europe, &c., India, via Tuticorin—Per *Commander*, on Saturday, the 9th instant, at 11 A.M.  
For Manila—Per *Sungkian*, on Saturday, the 9th instant, at 3 P.M.

XMAS AND NEW YEAR PARCELS:—(via Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected:—  
For a parcel not exceeding 3 lbs in weight \$0.50  
" " 7 lbs " " 1.00  
" " 11 lbs " " 1.50

With an additional 50 cents, parcels may be sent via Brindisi, and if posted before 3 p.m. on Friday the 22nd November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January.

All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark.

Senders of parcels are requested to post them a few days in advance.

## RIVER STEAMERS, SCHONERS, AND LORCHAS.

*Faithan*, British steamer, 1,423, *Lossius*, Hongkong, Canton, and Macao Steamboat Co.  
*Ho-nam*, British steamer, 1,377, II. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powtan*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hawke*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-tong*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, —Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R.; Chinese Owned.

Hongkong and Macao.  
*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.  
*Lungshan*, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.

*Kiangting*, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

Canton and West River.  
*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.

*Saiwan*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

Steamers.  
*ARRATOON APAR*, British steamer, 2,879, E. Peay, 27th Oct.—Calcutta via Penang and Singapore 20th October, General—David Sasoon, Sons & Co.  
*BAMBERG*, German steamer, 4,160, Zurbonsen, 30th Oct.—Yokohama 19th Oct, General—Carlowit & Co.  
*BENLARIG*, British steamer, 1,452, R. Krohle, 29th Oct.—Saigon 24th Oct, Rice—Gibb, Livingston & Co.  
*BORNDA*, British steamer, 1,410, Gregor, 31st Oct.—London 21st Sept., and Singapore 23rd Oct.—General—P. & O. S. N. Co.  
*CEYLON*, British steamer, 2,637, W. Hayward, 30th Oct.—Fochow 29th Oct, General—P. & O. S. N. Co.  
*CHELYDRA*, British steamer, 1,567, R. Cox, 20th Oct.—Java 19th Oct, General—Jardine, Matheson & Co.  
*CHOWWA*, German steamer, 1,055, A. Musing, 20th Oct.—Koh-si-chang 15th Oct, Rice and Wood—Butterfield & Swire.  
*CLARA*, German steamer, 675, A. Uldeup, 20th Oct.—Ho-hio 29th Oct, General—Jelisen & Co.  
*DAIGI MARU*, Japanese steamer, 897, T. Kitano, 30th Oct.—Tamsui 27th Oct, Amoy 28th, and Swatow 29th General—Mitsui Bussan Kaisha.  
*DECIMA*, German steamer, 794, H. Schlaikier, 22nd Oct.—Saigon 19th Oct, Rice—Siemens & Co.  
*DR. HANS JERI KIAER*, Norwegian steamer, 691, Larsen, 10th Oct.—Nanchang 21st Oct., and Chefoo 24th, General—E. A. Trading Co.  
*ELCAN*, American steamer, 501, R. de Almenage, 3rd Sept.—Manila 31st August, Ballast—Brandao & Co.

*EMPEROR OF INDIA*, British steamer, 3,003, O. P. Marshall, R.N.R., 30th October—Vancouver 8th Oct., and Shanghai 27th, Mails and General—C. P. R. Co.  
*HANS MENZELL*, German steamer, 1,140, Nebinger, 20th Oct.—Hongkong 14th Oct, Coal—Butterfield & Swire.

*HERMANN MENZELL*, German steamer, 1,647, H. H. Schut, 27th Oct.—Nanchang 20th Oct., and Chefoo 21st, Beans and General—Wo Fat Sing.

*LENNOX*, British steamer, 2,305, J. C. Williamson, 26th Oct.—Manila 22nd Oct, Ballast—Doddwell & Co., Ltd.

*LOOSOK*, German steamer, 1,620, T. Fuchs, 26th Oct.—Bangkok 18th Oct, Rice and Wood—Butterfield & Swire.

*MERIONETHSHIRE*, British steamer, Burch, 31st Oct.—London 12th Sept., and Singapore 24th Oct, General—Order.

*MERSHIMURA MARU*, Japanese steamer, 2,018, Koshina, 20th Oct.—Kuroto 25th Oct, Coal—Doddwell & Co.

*NIJON MARU*, Japanese steamer, 3,437, W. W. Greene, 25th Oct.—San Francisco 27th Sept., Honolulu 4th Oct., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Woosung 23rd, Mails and General—P. & O. S. N. Co.

*NUEN TUNG*, German steamer, 1,341, C. Schönborg, 29th October—Yap 19th Oct, General—Melchers & Co.

*OBI*, British steamer, 2,031, R. Pinkham, 31st Oct.—Moji 25th Oct, Coal—Mitsui Busan Kaisha.

*OLIMPIO*, Austrian steamer, Travieja, 31st Oct.—Moj 23rd Oct, Coal—Bradley & Co.

*PIRA CHILA CHON KIAO*, German steamer, 1,012, R. Unsworth, 30th Oct.—Bangkok 22nd Oct, Rice—Butterfield & Swire.

*PIRA NANG*, German steamer, 1,138, Mangel-dorf, 31st Oct.—Bangkok 25th Oct, Rice—Butterfield & Swire.

*PICCIOLA*, German steamer, 875, Garniok, 27th Oct.—Iloilo 22nd Oct, Sugar and Wood—Chinese.

*SILANSI*, British steamer, 1,240, J. Carnaghan, 28th Oct.—Java 17th Oct, Sugar—Butter-field & Swire.

*SKERRYMORE*, British steamer, 2,109, Apple-ton 27th Oct.—Cheribon 17th Oct, Sugar—Butterfield & Swire.

*TACOMA*, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug, General—Doddwell & Co., Ltd.

*TAKSAM*, British steamer, 977, W. P. Baker, 24th Oct.—Bangkok 17th Oct, General—Jardine, Matheson & Co.

*TAURUS*, Norwegian steamer, 1,106, Christensen, 31st Oct.—Moj 25th Oct, Coals—Mitsui Bussan Kaisha.

*VICTORIA*, Swedish steamer, 989, J. A. Heilberg, 20th Oct.—Saigon 23rd Oct, General—Chinese.

Sailing Vessels.

*CELESTE BURRILL*, British ship, 1,764, C. A. Treffy, 29th May—Manila 9th May, Ballast—Order.

*GEORGE T. HAY*, British ship, 1,647, E. Spice, 20th Oct.—Cebu 8th Oct, Ballast—Arnold, Karberg & Co.

*HERZOG JOHANN ALBRECHT*, German schooner, 701, Andersen, 10th October—Manila 6th Oct, General—Master.

*LUCIA*, British ship, 610, Andersen, 2nd Oct.—Rajang 6th Sept, Timber—Master.

*SEA WITCH*, American ship, 1,172, Howes, 21st Feb.—Manila 16th Feb, Ballast—Master.

*STATE OF MAINE*, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosene—Standard Oil Co.

*W. H. CONNER*, American ship, 1,614, Golord, 26th Sept.—Manila 10th Sept, Ballast—Standard Oil Co.

*HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION*

Hongkong, November 1st, 1901.

*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easke, Hongkong.

*Abion*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Amoy.

*Algérie*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Capt. W. Carey, Shanghai.

*Arethusa*, 2nd-class cruiser, 4,200 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Hongkong.

*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.

*Astrea*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.

*Aurora*, 1st-class cruiser, 5,000 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

*Bramble*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.

*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier.

*Britannia*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.

*Calypso*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Greaves, at Nagasaki.

*Castor*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Morant, at Nagasaki.

*Celidonia*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Cerberus*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Speyer, at Nagasaki.

*Chevalier*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Morant, at Nagasaki.

*Comet*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Cormoran*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Speyer, at Nagasaki.

*Crocodile*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Cutter*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Dolphin*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Eagle*, 1st-class gunboat, 810 tons, 8 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Endymion*, 1st-class cruiser, 7,500 tons, 12,000 i.h.p., 12 guns, Capt. W. G. Colby, C.M., Hongkong.

*Est*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-kiang.

*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,600 i.h.p., Lt. and Bt. Pownall, Hongkong.

*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Bt. Pownall, Hongkong.

*Gloria*, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.

*Glory*, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.

*Grampus*, 1st-class gunboat, 400 tons, 10 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Hector*, 1st-class gunboat, 400 tons, 10 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Hercules*, 1st-class gunboat, 400 tons, 10 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Hornet*, 1st-class gunboat, 400 tons, 10 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Hyacinth*, 1st-class gunboat, 400 tons, 10 guns, 1,500 i.h.p., Capt. Stokes, Amoy.

*Iris*, 1st-class gunboat, 400 tons, 10 guns, 1,